

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 03 December 2025 21:33
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-770861067

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: the steep field east of Salesbury View, Wilpshire.

Comments: I am writing to formally object to planning application 3/2025/0801 regarding the proposed development at Land East of Salesbury View, Wilpshire. I have reviewed the submitted plans and documentation, including the recent appeal decision for a similar proposal on this site. I wish to raise serious concerns on multiple grounds, with particular emphasis on traffic and access issues. For the reasons detailed below, I believe this application is unacceptable and should be refused.

Traffic, Access, and Highway Safety Concerns

Steep and Unsafe Access Road: The sole access to the site is via Salesbury View – a steep residential cul-de-sac with approximately a 12% incline

. In winter conditions this road becomes effectively impassable; it has been noted that the access

road is “steep and unusable if there is ice,” with existing residents forced to abandon vehicles on the main road during icy weather

. There are documented instances of vehicles “getting stuck as the incline is too severe” at the junction, even in normal conditions

. Relying on a single, very steep access is inherently unsafe – posing risks to everyday traffic, emergency vehicles (which could be obstructed in snow/ice), and pedestrians. The gradient is also problematic for those on foot, pram and wheelchair users would struggle greatly on a 12% slope meaning the scheme fails to provide safe and suitable access for all. This falls short of the requirements of Ribble Valley Core Strategy Policy DMG3, which attaches weight to provision of access for pedestrians and those with reduced mobility and of national guidance that developments ensure “safe and suitable access for all users”.

Single Access and Capacity Constraints: Serving an entire new estate of around 80+ homes via this one cul-de-sac is not only impractical but dangerous. Salesbury View’s carriageway is only about 5.5m wide with cars often parked on-street, effectively narrowing it

. It currently serves just a handful of houses; adding potentially 150-200 additional vehicles would overwhelm its capacity. There is no secondary emergency access. Any blockage (a stalled vehicle on the hill, an accident, or roadworks) could trap residents. During construction, heavy lorries would have to negotiate this steep, narrow route, exacerbating congestion and safety issues for existing residents. The visibility at the junction with Whalley Road (A666) is also substandard – Salesbury View joins near a blind double bend known locally as “The Knolle,” which makes pulling in and out hazardous.

. Residents already report having to “dodge speeding cars to get onto Whalley Road” from Salesbury View

. Adding the traffic from this development will greatly increase collision risk at this difficult junction.

Impact on A666 Traffic and Inadequate Survey Data: The A666 through Wilpshire is a busy principal route between Blackburn and Clitheroe. Introducing the traffic from an additional ~84 houses (initial proposals were for up to 109) would significantly increase traffic volumes on this road

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. This not only worsens peak-time congestion (including at the nearby traffic lights such as Wilpshire Hotel and Bulls Head junctions) but also heightens the danger of accidents on a stretch already plagued by speeding issues

. Importantly, the submitted Traffic Assessment is based on a traffic survey conducted during the COVID lockdown, which is acknowledged to be unrepresentative and “not accurate”

. Basing conclusions on artificially low traffic data fails to reflect normal conditions – a flaw which undermines the credibility of the transport analysis. Local knowledge suggests the actual traffic load and speeds on the A666 are much higher; a police speed survey found vehicles exceeding 30mph routinely, multiple times per hour

. Highway safety for both drivers and pedestrians would be unacceptably compromised by this development, contrary to national policy which states development should only be permitted if there is no unacceptable impact on road safety. In summary, the proposal does not provide a safe, suitable access and would create severe residual cumulative impacts on the road network.

(It is noted that Lancashire County Council as Highway Authority raised no objection in the previous application, after the applicant offered various off-site works and conditions

. However, I urge the Council to reconsider whether these mitigations truly overcome the fundamental issues. Local residents' firsthand experience of the road conditions – steep gradient, poor winter usability, limited visibility, and existing congestion – indicates that significant dangers remain. The absence of an objection from highways does not guarantee that the access is actually safe in practice, especially in extreme weather or peak traffic. The duty of care to future residents and neighbors demands a cautious approach where genuine safety concerns exist.)

Drainage and Flood Risk

The site lies on a steep hillside composed of clay soils

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. This combination raises serious drainage concerns. There are already known flooding issues in the area: a recent nearby development uphill caused months of flooding across Whalley Road, damaging property and creating road safety hazards

. Introducing a large expanse of hard surfaces (roofs, roads, paving) on this slope will greatly increase surface runoff. The application's drainage strategy appears inadequate to manage the volume and velocity of water that will be generated on such a gradient. During heavy rain, water could overwhelm local drains and exacerbate flooding downstream (including at Station Close/Whalley Road which has a history of problems). The site is adjacent to a stream (Showley Brook), raising the risk of polluted runoff entering the watercourse

. Without robust evidence that flood risk will not be increased elsewhere (a requirement of NPPF para 167) and that sustainable drainage systems will truly mitigate the worst-case storm events, this application should not be allowed to proceed. In its current form, the development could transfer an untenable flood risk to existing residents and infrastructure. It thus conflicts with Core Strategy policies that seek to ensure new development does not result in unacceptable flood or drainage impacts.

Ecological and Environmental Impact

Loss of Habitats: The proposal would destroy a significant amount of existing habitat, including the removal of approximately 165 metres of mature hedgerow and numerous trees

. The site is immediately adjacent to ancient woodland and currently comprises fields with boundary hedges that support a variety of wildlife. Local residents frequently observe roe deer, foxes, hedgehogs, bats, and a wide range of birds in and around the site

. These species rely on the hedgerows and woodland edges for foraging and movement. The large-scale removal of greenery and the disturbance from 84 houses will undoubtedly harm local biodiversity.

Inadequate Ecological Assessment: The ecological survey provided by the developer is notably cursory – it “falls short of any meaningful identification and protection of wildlife”

. Important features (like the hedgerows which may qualify as “important hedgerows” under the Hedgerow Regulations, or potential bat roost trees) have not been given proper consideration. There is no robust plan for protecting or compensating for the loss of these habitats. This is contrary to Policy DME3 (Site and Species Protection) and the NPPF’s requirement to conserve and enhance biodiversity. The application does not demonstrate a measurable net gain for biodiversity; on the contrary, it presents a net loss of habitat and ecological value.

Green Space and Mental Wellbeing: Beyond protected species, the green field and its trees/hedges provide visual relief and amenity value for the community. As one representation noted, “Green spaces are crucial for local wildlife and our own mental wellbeing.”

Replacing this natural green slope with a housing estate would diminish the environmental quality of the area for both wildlife and residents.

Landscape and Visual Impact

This development would have a significant adverse impact on the landscape character of Wilpshire. The site occupies an elevated, steeply sloping hillside (falling about 38m from north to south across

the site

) that is currently open grassland. It is highly visible from various public viewpoints, including Whalley Road and farther afield. In fact, the proposed estate would be visible from miles around – a fact that the applicant’s own viewpoints gloss over (the submitted visual montages are selective and do not include key viewpoints, such as those directly opposite the site in Ramsgreave)

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. Introducing dozens of houses, roads, and in particular the large retaining walls and engineered slopes likely needed for this gradient, would fundamentally alter the scenic hillside. The urbanizing effect would harm the semi-rural character of the area and erode the attractive landscape setting of the village.

It should be noted that Wilpshire’s settlement boundary was only recently extended to include this site as an allocated housing site (Policy HAL2) – however, part of the eastern site area remains in the Green Belt

. The Parish Council and local community strongly wish to see the “green wedge” between Wilpshire and Blackburn maintained to prevent urban sprawl

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. This development would substantially reduce that crucial separation, effectively merging the edge of Wilpshire toward the built-up areas of Blackburn

. The proposal therefore conflicts with the core planning principle of safeguarding the countryside and avoiding coalescence of settlements. It would also be at odds with Core Strategy Policy DME2 (Landscape Protection), which seeks to ensure new development does not have an unacceptable impact on the appearance or character of the landscape. The recent Appeal Inspector likewise raised concerns about the landscape harm, noting that the scheme's benefits did not outweigh its adverse effects on the character and appearance of the area

Housing Need and Local Infrastructure

Excessive Scale Relative to Local Need: Wilpshire is identified as a Tier 1 village, but the housing requirements for this community are limited. According to the Council's housing figures, only 32 new dwellings were needed in Wilpshire for the plan period up to 2028

. This proposal (84 homes, following a prior scheme of 109) wildly exceeds that number – in fact, 109 units would be five times the identified need

. Even acknowledging that housing targets are not caps, this scale of development is clearly far beyond what is necessary for local growth. The Core Strategy’s vision was for gradual, sustainable development; this project represents an overdevelopment of the site and the village. Furthermore, the mix of housing proposed does not align with local needs – Wilpshire has an identified need for starter homes and housing for older people (such as bungalows), whereas the development is largely 2, 3, 4, and 5-bedroom two-storey houses

. Building the “wrong type of properties” that do not meet local need undermines the justification for using this sensitive site.

Strain on Services and Amenities: Local infrastructure in Wilpshire and the surrounding area is limited. There are very few amenities in walking distance (essentially only a butcher, a pub, and a golf club in the immediate vicinity

– residents must travel to nearby towns for most needs). Crucially, public services are already at capacity: there is limited access to NHS doctors and dentists for current residents, and local schools have very limited places available

. Yet the application does not convincingly show how an influx of potentially 200+ new residents would be accommodated. No new schools or medical facilities are planned as part of this development, and we have no evidence of substantive contribution agreements to expand such services. The Parish Council has questioned whether there is any need (or capacity) for these additional homes at all in Wilpshire under the adopted Core Strategy

. Without adequate planning for new infrastructure, this proposal would exacerbate pressures on doctors, dental practices, and schools – to the detriment of both new and existing residents. This is not sustainable development. The Core Strategy Policy DMG3 requires that “considerable weight” be given to the availability of public transport and other infrastructure when determining applications

. At present, apart from a bus route and nearby train station, Wilpshire’s facilities are scant. Future occupants would be highly car-dependent for work, education, shopping and healthcare, further undermining the sustainability claims of this proposal. The increase in private car usage also raises air quality concerns, as noted in the application documents (more traffic means higher emissions and a negative impact on local air quality).

Quality and Safety of Construction:

As a final note, the community is also concerned about the developer’s track record. Persimmon

Homes (the applicant) has, in other contexts, gained a poor reputation for build quality and safety standards – for example, noted issues with fire safety in their constructions

. While this is not a direct planning policy issue, it does raise apprehension that the promised benefits of the scheme (quality new homes) may not materialise to the standard expected. It reinforces the need for caution and rigorous oversight if any development were to proceed.

Conclusion

In conclusion, this planning application presents numerous serious conflicts with planning policy and material considerations that collectively render the proposal wholly inappropriate for approval. The traffic and access problems alone – a dangerously steep single access road with poor winter usability and substandard junction safety – are enough to justify refusal on grounds of highway safety and unsustainable access. When combined with the additional harms identified – increased flood risk, loss of important habitats, damage to landscape character, excessive scale beyond local need, and strain on infrastructure – the case against the development is overwhelming.

Crucially, these issues are not new. A virtually identical scheme for this site was recently examined at appeal, and it was dismissed by the Planning Inspector on 5 February 2025

(Appeal Ref APP/T2350/W/24/3352614, relating to previous application 3/2023/0614). In that decision, the Inspector concluded that the proposal was “in conflict with the development plan, when read as a whole,” and that there were no material considerations sufficient to outweigh that conflict

. The fundamental problems with developing this site – especially the unsafe access and the landscape/character impact remain unresolved in the current application. Approving this new application would fly in the face of the clear findings of the appeal and the Council’s own prior decision.

I respectfully urge the Council to refuse this planning application. In doing so, you would be upholding the Ribble Valley Core Strategy policies (notably DMG1, DMG3, DME2, DME3 and others) and the National Planning Policy Framework guidance which together seek to ensure development is safe, sustainable, and suitable for its context. This proposal fails on all those counts. For the safety of residents, the preservation of our local environment, and the integrity of the planning process, please reject the application 3/2025/0801.

Thank you for considering these objections. I trust the Council will make the right decision in line with both local and national planning policies.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 03 December 2025 21:42
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-770862367

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: Land to the east of Salesbury View Wilpshire

Comments: I object in accordance to the reasons set out by the parish

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 03 December 2025 22:39
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-770871478

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: Salesbury View, Wilpshire

Comments: This proposed development would cause significant issues to local wildlife. I grew up playing in those fields and have first hand experience of seeing foxes, badgers and otters living in the area.

I strongly object to the proposed housing development in Wilpshire, as it would cause significant and irreversible harm to the local countryside.

This area is valued for its open landscapes and long-standing rural character, and the development would spoil cherished views that are enjoyed by residents and visitors alike.

Furthermore, the area already suffers from inadequate infrastructure: roads are frequently congested, and there is insufficient capacity to support a substantial increase in traffic.

Without clear and credible plans to address these issues, the development would place an unacceptable strain on the local environment and community.

I feel very strongly about this.

Kind regards

[REDACTED]

[REDACTED]

From:

[REDACTED]
04 December 2025 00:12

To:

Planning

Subject:

3/2025/0801 objections

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

I would like to object on the following grounds.

- development means there is little boundary between RV and Blackburn which means there will be confusion over services offered by different councils.
- there are already 1500 houses being built on brownhill drive, and there are new housing estates around transgressed, all which use whalley rd. this is congested and needs repair work, but it's a major route. These additional houses would only add to that.
- only 4 houses have been removed from the proposal and there is no effort to make them more visually appealing which will ruin the appearance and character of Willshire.
- the views that can be seen from miles around will be destroyed.
- possibly an extra 200 cars will be using Salesbury view and Whalley road. There are already accidents on there, the data in the proposal is taken from lockdown. There are frequent ice problems etc.
- limited facilities such as dr, dentist, shops, schools. Schools were full in the area this time. How will they cope with this.
- what about the wildlife such as bats using this site. I fear that development will destroy habitats.
- our village deserves to be preserved, there is no need for this number of houses.
- planning permission has been refused for a reason and little has been done to improve the plans.

Many thanks

[REDACTED]

[REDACTED]

From:

[REDACTED]
04 December 2025 06:39

To:

Planning

Subject:

Proposed Housing Development - Salesbury View

 External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Good Morning,

As a resident of [REDACTED] I object to the planning due to the congestion and lack of infrastructure which at the moment is very challenging.

Cheers

[REDACTED]



November 30th, 2025

Planning Application 3/2025/0801 – Salesbury View

Dear Sir/Madam,

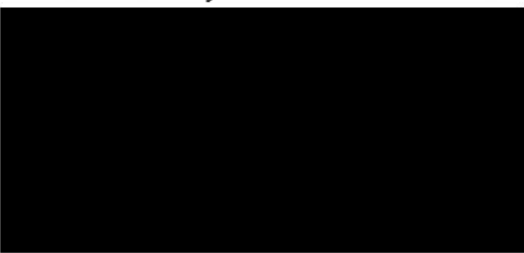
I am writing to list my objections to the above planning application. This development has been twice refused by R.V.B.C. and on Appeal by the Planning Inspectorate.

The new application, despite some minor amendments compared to previous ones, will still have a major detrimental visual impact on the locality as it is located in open countryside on a conspicuous hillside adjacent to the Green Belt. This land is the last green open space between the urban area of Blackburn and the settlement of Wilpshire. In recent years many new houses have been built on the northern edge of Blackburn and 1500 more are planned for a site between Parsonage Rd and Whalley Old Rd, Sunnybower and it is essential that the Green Belt and the above green wedge are maintained.

Access to the proposed development is via a very steep road which leads down to the already busy A666. This access road will not be gritted by L.C.C. in winter thus creating a potentially hazardous situation at the junction. Even Hollowhead Lane, Wilpshire, which is gritted, has seen several accidents with cars sliding down its steep gradient to the traffic lights.

Drainage off this site, especially in the wetter months is a cause for concern as there have been problems associated with nearby developments causing flooding on Wilpshire Banks and Station Close. A trunk water main pipeline crosses this site and I wonder if the applicant has taken it into consideration when drawing up its plans.

Yours faithfully,



04 DEC 2025

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 04 December 2025 13:40
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-771026816

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] **Application Reference No.:** 3/2025/0801

Address of Development: Land to east of Salesbury View, Wilpshire

Comments: Dear Kathryn Hughes,

I have currently [REDACTED] and I believe I have a reasonable knowledge of the surrounding environment therefore once again I am writing to object to this extremely dangerous proposed development.

As well you know there is only one access and egress off this proposed development which is up and down Salesbury View.

Coming down Salesbury View, all the amenities are off to the left ie: train station, pub shops etc. turning left towards the amenities, within a couple of yards there is no footpath.

LCC Highways acknowledge that there is no possibility of producing a footpath wide enough to fulfill regulations, so have suggested a pedestrian crossing to be put in place on the otherside of Salesbury View, on Whalley Road, going right towards the centre of Wilpshire, therefore wanting people to walk away from the direction of the amenities before crossing the road.

Anyone with the least amount of common sense would tell you people are going to walk down Salesbury View and automatically to the left where there is no footpath!

Somebody is going to get killed! This as been pointed out many times to Persimmon and local authorities, maybe they should be checking their insurance cover to see if placing the pedestrian crossing on the wrong side of Salesbury View actually mitigates liability.

Surely an health and safety officer needs to visit Salesbury View and pass some sort of judgement. A risk assessment of the access/egress definately needs to be carried out.

I would like to point out in Persimmon's appendix C in their traffic assessment was carried out between 2019 and mid 2024 since then there have been numerous accidents on that exact same stretch of road, therefore their data is way out of date!

Also radar speed done 30th October 2019 their maximum speed recorded was 45mph.

Wilpshire parish council have recorded on the 7th June this year a motorist doing 80 mph, therefore Whalley Road is not the quiet little road Persimmon are trying to portray!

Even in the report from the inspector who dismissed the appeal earlier this year said Salesbury View was "relatively" steep road, this relatively steep roads leads onto a very busy main road, in winter it will not be gritted and as pointed out many times there will be accidents, how many times does this have to be said before the accidents, injuries and deaths occur!

Going back to the inspector, she had to revisit the site because it had snowed on the day she came to

view the area and she couldn't gain proper access!

There will be obviously other sites around Wilpshire coming up for planning applications in the future years, but this one is just not right for developing.

Surely in this day and age you would not allow developers to use dangerous products on their houses, like the Grenfell cladding, then why allow them to build on a site that is inherently dangerous. I would like you to check if a dustbin lorry fully loaded with the refuse from 80 houses can actually manage to get back down the hill and onto Whalley Road without getting stuck.

You might consider that a ridiculous question but I have seen vehicles getting stuck trying to get up Salesbury View, the front of the vehicles being stuck in the tarmac going up Salesbury View and the rear of the vehicles stuck on the surface on Whalley Road.

You only have to look at the road surface at the bottom of Salesbury View to see the evidence.

Its great giving the developers the go ahead to this application when the developers can't even access the land with their equipment.

In this development there will be a lot of earthworks, as anybody considered that the earthmoving equipment won't be able to access the sight, you won't be able to bring them on low loaders, maybe Persimmon should try this before they proceed!

In the past the LLFA have objected to the proposals, I don't know wether they have actually come out and seen what the drainage system is like or just looked at the plans Persimmon have drawn up, but somebody needs to come out and take a look now.

The drains now cannot cope with the runoff of water. When it rains, water shoots up from the drain [REDACTED] almost a foot high into the air, water flows out of the tarmac two yards up next to the entrance of Salesbury View, it shoots out from the tarmac because of the cover over the drain being very large, before that it used to raise the manhole cover.

This proposed development will only make the flooding even worse, surely you can't have a major road like this flooded, which will happen¹

This current new proposal is very similar to the previous one, with on 5 houses less.

LCC Highways in the last application were unable to accept the spine road/site road area gradients as they are steeper than 1 in 12 and require amendments, the spine road has not changed and these LCC Highways concerns are still applicable.

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[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 04 December 2025 15:34
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-771085465

[REDACTED]

[REDACTED]

[REDACTED]

Email: [REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: Land to east of Salesbury View, Wilpshire

Comments: I object to the proposed residential development on the grounds that the area has a high number of new housing developments already in progress. Local roads are noticeably busier due to these developments. We need a balance of rural and developed areas to maintain the character of the area. We are losing all areas of natural beauty to housing, which I feel is not improving our community.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 04 December 2025 15:45
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-771090661

[REDACTED]

[REDACTED]

[REDACTED]

Email: [REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: Land to the east of Salesbury view
Grid Ref: 368799 431728

Comments: I strongly object once again to this resubmitted planning application by Persimmon Homes.

This short stretch of the A666 is totally unfit for any further increase in traffic which this development will undoubtedly cause both once it is completed as well as during the groundwork and building. The site access will potentially cause problems with traffic backed up as there isn't scope to widen the main road. There is a shortage of footpath on the main road for pedestrians to walk to the traffic lights at the junction of Parsonage/Ramsgreave Roads to safely cross the road.

In addition the current drainage run off from the site is significant particularly during the wetter weather and this can be demonstrated slightly further along the road at Wilpshire Banks where only 4 properties are built into the hillside as well as further along close to access to The Knolle.

My other concerns are the lack of supporting infrastructure such as GP's and other related health services, primary school places, parking availability (as this site as will be difficult to access in some weathers) and the impact on the habitat of the amazing wildlife we see every day.

[REDACTED]

From: [REDACTED] >
Sent: 04 December 2025 15:49
To: Planning
Subject: Objection to proposed housing development - Application number 3/2025/0801

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Planning officer/committee members

Objection to the proposed housing development - Salesbury View in Wilpshire
3/2025/0801.

Persimmon homes have again put in a plan to build a new residential development comprising 80 new homes, including 30% affordable housing, open space and associated infrastructure. Please consider this email a formal objection to the development of this site for the following reasons:

The development blurs the boundary between Ribble Valley and Blackburn with Darwen boroughs and this is an issue in terms of infrastructure and services given Blackburn with Darwen Council plans for 1500 houses on Brownhill Drive for which work has already begun, in addition to built estates on the Rugby Club site Ramsgreave Drive, 63 McDermott Homes, 155 Persimmon Homes south of Ramsgreave Drive, 47 Applethwaite homes all of which use Whalley Rd which is already congested, in a poor state of repair and has inefficient drainage, yet is the main route to the A59. Residents regularly see water running down the hillside from the hill because of the few houses built previously showing how important the hill is as a soakaway for the area and this water does not drain away immediately instead over the winter it freezes and becomes dangerous for road users. I cannot see how you can effectively ensure drainage for 80 houses given the amount of ground works, retaining walls etc that need to be built to make the land structurally safe to be built on without flooding the houses and roads surrounding the area especially given that there are gradients on the hill of 1:7 and 1:12. How much concrete will be needed to make that land structurally sound. That drainage also has to be attached to present services which are far from in good repair, given that since moving to 3 Salesbury view a few years ago the road has been dug up 6/7 times to repair and add to the services which are under the main road where it meets Salesbury view.

The current proposal for 80 houses is only 4 short of the last application and although house types have changed slightly, they are not visually attractive and will appear out of character with the village to the detriment of the street scene and spoil the uniqueness of Wilpshire and its historic hillside view. The proposed development is at the edge of our village, on the steep hillside, and adjacent to Green Belt, all of which

can be seen from miles around and will spoil the distinct character of our village, the gateway to the outstanding countryside and heritage of our towns and villages. It is important for the residents of both Wilpshire and Ramsgreave and Blackburn with Darwin that surround the area that we maintain some green spaces and the integrity of our rural community.

The sole access and exit to the proposed development is Salesbury view, a short, narrow, sloping road which is not in particularly good repair but will need to be able to carry the heavy plant for construction and then will need to carry traffic onto the already busy Whalley Road. Potentially up to 200 extra cars from those houses travelling on the roads, without adequate infrastructure will exacerbate traffic issues and accidents, especially in Winter when as already stated, water runs down the hill, across the A666 and freezes. Many of my neighbours have to park on the road as when the area snows and freezes they are unable to get up both Salesbury view and other local housing areas. Add 200 cars / work vans to that and we could see hundreds of cars/ vans parked along this main road causing congestion and increasing hazards.

There are very limited facilities available for a significant increase in the number of people living in Wilpshire for example, school places, doctors and dentists and other health services, shops etc. Children living in these houses will have to walk down this hill to get to the bus stop/ railway station to get to school in Clitheroe and the surrounding areas with no safe access across the road.

There are environmental concerns around the development, local residents have seen bats and otters on the site as well as deer. it is a beautiful area full of ancient hedgerows. We are concerned about the effect of this housing estate on the surrounding greenbelt.

I understand that this land has been on the list of proposed building areas for 15 - 20 years and every proposal to date has been stopped. People in the area are not unaware of the need for housing but do not believe that this is an appropriate site for building on for the many reasons above and I am sure that these will not be the only objections residents have. I also believe that by now the work done to see if this area is suitable in terms of surveys of the area, any environmental impact and impact on infrastructure, traffic etc must by now be out of date and needs to be redone.

I have spoken to a number of residents and local business owners over the last few weeks about this issue and absolutely no-one I have met agrees with this proposal. It is time that the local council actually listened to the local residents and permanently took this land off the list of sites to build on.

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



From: [REDACTED]
Sent: 04 December 2025 16:03
To: Planning
Subject: Salisbury View

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Hello I am a local Wilpshire resident and am emailing to object to the planning application at Salisbury View.

🚨 WE NEED TO ACT NOW: 80 NEW HOUSES PLANNED OFF SALESBURY VIEW - 4th December Deadline 🚨

Ribble Valley Borough Council is currently considering planning application 3/2025/0801 for 80 new homes on the steep field east of Salisbury View, Wilpshire.

Consultation is open now and currently closes on 4 December 2025. We need to act now, or will have hundreds of new cars on the roads every morning, trying to navigate one of the most dangerous inclines in the village.

If this goes through it will:

- Force all traffic for 80 homes in and out via one steep access road: Salisbury View
- Add a large volume of vehicles to an already busy and dangerous stretch of the A666 / Whalley Road
- Make winter access very risky on an icy hill that already causes problems
- Increase flood risk and surface water running down the hill
- Permanently change the open hillside and green gap between Wilpshire and Blackburn

We have already seen a very similar scheme on this site refused and dismissed at appeal. We now need as many people as possible to object again.

HOW TO OBJECT ONLINE IN UNDER 30 SECONDS

You can object online using the Council portal. Here is the idiot proof version.

STEP 1: Go to the application page

1. Click or paste this into your browser:

https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwebportal.ribblevalley.gov.uk%2fplanningApplication%2f37889&c=E,1,WE4HBPOzLj7ju3TCMN3KCuAsGCEJ3QI8WyG5meoVhKPjiikF8JfSY_ePbQDCbFn26qV3_lrm_PprGQquJQ60_mdzujq9SJ4gqWsoG22nrTQIK7_nBZeL_-wn&typo=1

2. Check you can see: Application 3/2025/0801 and the description for 80 new homes at Land to east of Salesbury View, Wilpshire.

STEP 2: Click to comment

1. At the top of the page click “Comment on this application”.
This will take you to the Ribble Valley online form.

STEP 3: Fill in your details

1. Enter your name, address and contact details.

STEP 4: Write your objection

Either copy and paste the below, or feel free to use your own words.

I am writing to formally object to planning application 3/2025/0801 regarding the proposed development at Land East of Salesbury View, Wilpshire. I have reviewed the submitted plans and documentation, including the recent appeal decision for a similar proposal on this site. I wish to raise serious concerns on multiple grounds, with particular emphasis on traffic and access issues. For the reasons detailed below, I believe this application is unacceptable and should be refused.

Traffic, Access, and Highway Safety Concerns

Steep and Unsafe Access Road: The sole access to the site is via Salesbury View – a steep residential cul-de-sac with approximately a 12% incline

. In winter conditions this road becomes effectively impassable; it has been noted that the access road is “steep and unusable if there is ice,” with existing residents forced to abandon vehicles on the main road during icy weather

. There are documented instances of vehicles “getting stuck as the incline is too severe” at the junction, even in normal conditions

. Relying on a single, very steep access is inherently unsafe – posing risks to everyday traffic, emergency vehicles (which could be obstructed in snow/ice), and pedestrians. The gradient is also problematic for those on foot, pram and wheelchair users would struggle greatly on a 12% slope

meaning the scheme fails to provide safe and suitable access for all. This falls short of the requirements of Ribble Valley Core Strategy Policy DMG3, which attaches weight to provision of access for pedestrians and those with reduced mobility and of national guidance that developments ensure “safe and suitable access for all users”.

Single Access and Capacity Constraints: Serving an entire new estate of around 80+ homes via this one cul-de-sac is not only impractical but dangerous. Salesbury View’s carriageway is only about 5.5m wide with cars often parked on-street, effectively narrowing it

. It currently serves just a handful of houses; adding potentially 150-200 additional vehicles would overwhelm its capacity. There is no secondary emergency access. Any blockage (a stalled vehicle on the hill, an accident, or roadworks) could trap residents. During construction, heavy lorries would have to negotiate this steep, narrow route, exacerbating congestion and safety issues for existing residents. The visibility at the junction with Whalley Road (A666) is also substandard – Salesbury View joins near a blind double bend known locally as “The Knolle,” which makes pulling in and out hazardous.

. Residents already report having to “dodge speeding cars to get onto Whalley Road” from Salesbury View

. Adding the traffic from this development will greatly increase collision risk at this difficult junction.

Impact on A666 Traffic and Inadequate Survey Data: The A666 through Wilpshire is a busy principal route between Blackburn and Clitheroe. Introducing the traffic from an additional ~84 houses (initial proposals were for up to 109) would significantly increase traffic volumes on this road

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. This not only worsens peak-time congestion (including at the nearby traffic lights such as Wilpshire Hotel and Bulls Head junctions) but also heightens the danger of accidents on a stretch already plagued by speeding issues

. Importantly, the submitted Traffic Assessment is based on a traffic survey conducted during the COVID lockdown, which is acknowledged to be unrepresentative and “not accurate”

. Basing conclusions on artificially low traffic data fails to reflect normal conditions – a flaw which undermines the credibility of the transport analysis. Local knowledge suggests the actual traffic load and speeds on the A666 are much higher; a police speed survey found vehicles exceeding 30mph routinely, multiple times per hour

. Highway safety for both drivers and pedestrians would be unacceptably compromised by this development, contrary to national policy which states development should only be permitted if there is no unacceptable impact on road safety. In summary, the proposal does not provide a safe, suitable access and would create severe residual cumulative impacts on the road network.

(It is noted that Lancashire County Council as Highway Authority raised no objection in the previous application, after the applicant offered various off-site works and conditions

. However, I urge the Council to reconsider whether these mitigations truly overcome the fundamental issues. Local residents' firsthand experience of the road conditions – steep gradient, poor winter usability, limited visibility, and existing congestion – indicates that significant dangers remain. The absence of an objection from highways does not guarantee that the access is actually safe in practice, especially in extreme weather or peak traffic. The duty of care to future residents and neighbors demands a cautious approach where genuine safety concerns exist.)

Drainage and Flood Risk

The site lies on a steep hillside composed of clay soils

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. This combination raises serious drainage concerns. There are already known flooding issues in the area: a recent nearby development uphill caused months of flooding across Whalley Road, damaging property and creating road safety hazards

. Introducing a large expanse of hard surfaces (roofs, roads, paving) on this slope will greatly increase surface runoff. The application's drainage strategy appears inadequate to manage the volume and velocity of water that will be generated on such a gradient. During heavy rain, water could overwhelm local drains and exacerbate flooding downstream (including at Station Close/Whalley Road which has a history of problems). The site is adjacent to a stream (Showley Brook), raising the risk of polluted runoff entering the watercourse

. Without robust evidence that flood risk will not be increased elsewhere (a requirement of NPPF para 167) and that sustainable drainage systems will truly mitigate the worst-case storm events, this application should not be allowed to proceed. In its current form, the development could transfer an untenable flood risk to existing residents and infrastructure. It thus conflicts with Core Strategy policies that seek to ensure new development does not result in unacceptable flood or drainage impacts.

Ecological and Environmental Impact

Loss of Habitats: The proposal would destroy a significant amount of existing habitat, including the removal of approximately 165 metres of mature hedgerow and numerous trees

. The site is immediately adjacent to ancient woodland and currently comprises fields with boundary hedges that support a variety of wildlife. Local residents frequently observe roe deer, foxes, hedgehogs, bats, and a wide range of birds in and around the site

. These species rely on the hedgerows and woodland edges for foraging and movement. The large-scale removal of greenery and the disturbance from 84 houses will undoubtedly harm local biodiversity.

Inadequate Ecological Assessment: The ecological survey provided by the developer is notably cursory – it “falls short of any meaningful identification and protection of wildlife”

. Important features (like the hedgerows which may qualify as “important hedgerows” under the Hedgerow Regulations, or potential bat roost trees) have not been given proper consideration. There is no robust plan for protecting or compensating for the loss of these habitats. This is contrary to Policy DME3 (Site and Species Protection) and the NPPF’s requirement to conserve and enhance biodiversity. The application does not demonstrate a measurable net gain for biodiversity; on the contrary, it presents a net loss of habitat and ecological value.

Green Space and Mental Wellbeing: Beyond protected species, the green field and its trees/hedges provide visual relief and amenity value for the community. As one representation noted, “Green spaces are crucial for local wildlife and our own mental wellbeing.”

Replacing this natural green slope with a housing estate would diminish the environmental quality of the area for both wildlife and residents.

Landscape and Visual Impact

This development would have a significant adverse impact on the landscape character of Wiltshire. The site occupies an elevated, steeply sloping hillside (falling about 38m from north to south across the site

) that is currently open grassland. It is highly visible from various public viewpoints, including Whalley Road and farther afield. In fact, the proposed estate would be visible from miles around – a fact that the applicant’s own viewpoints gloss over (the submitted visual montages are selective and do not include key viewpoints, such as those directly opposite the site in Ramsgreave)

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. Introducing dozens of houses, roads, and in particular the large retaining walls and engineered slopes likely needed for this gradient, would fundamentally alter the scenic hillside. The urbanizing effect would harm the semi-rural character of the area and erode the attractive landscape setting of the village.

It should be noted that Wilpshire’s settlement boundary was only recently extended to include this site as an allocated housing site (Policy HAL2) – however, part of the eastern site area remains in the Green Belt

. The Parish Council and local community strongly wish to see the “green wedge” between Wilpshire and Blackburn maintained to prevent urban sprawl

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. This development would substantially reduce that crucial separation, effectively merging the edge of Wilpshire toward the built-up areas of Blackburn

. The proposal therefore conflicts with the core planning principle of safeguarding the countryside and avoiding coalescence of settlements. It would also be at odds with Core Strategy Policy DME2 (Landscape Protection), which seeks to ensure new development does not have an unacceptable impact on the appearance or character of the landscape. The recent Appeal Inspector likewise raised concerns about the landscape harm, noting that the scheme’s benefits did not outweigh its adverse effects on the character and appearance of the area

Housing Need and Local Infrastructure

Excessive Scale Relative to Local Need: Wilpshire is identified as a Tier 1 village, but the housing requirements for this community are limited. According to the Council's housing figures, only 32 new dwellings were needed in Wilpshire for the plan period up to 2028

. This proposal (84 homes, following a prior scheme of 109) wildly exceeds that number – in fact, 109 units would be five times the identified need

. Even acknowledging that housing targets are not caps, this scale of development is clearly far beyond what is necessary for local growth. The Core Strategy's vision was for gradual, sustainable development; this project represents an overdevelopment of the site and the village. Furthermore, the mix of housing proposed does not align with local needs – Wilpshire has an identified need for starter homes and housing for older people (such as bungalows), whereas the development is largely 2, 3, 4, and 5-bedroom two-storey houses

. Building the “wrong type of properties” that do not meet local need undermines the justification for using this sensitive site.

Strain on Services and Amenities: Local infrastructure in Wilpshire and the surrounding area is limited. There are very few amenities in walking distance (essentially only a butcher, a pub, and a golf club in the immediate vicinity

– residents must travel to nearby towns for most needs). Crucially, public services are already at capacity: there is limited access to NHS doctors and dentists for current residents, and local schools have very limited places available

. Yet the application does not convincingly show how an influx of potentially 200+ new residents would be accommodated. No new schools or medical facilities are planned as part of this development, and we have no evidence of substantive contribution agreements to expand such services. The Parish Council has questioned whether there is any need (or capacity) for these additional homes at all in Wilpshire under the adopted Core Strategy

. Without adequate planning for new infrastructure, this proposal would exacerbate pressures on doctors, dental practices, and schools – to the detriment of both new and existing residents. This is not sustainable development. The Core Strategy Policy DMG3 requires that “considerable weight” be given to the availability of public transport and other infrastructure when determining applications

. At present, apart from a bus route and nearby train station, Wilpshire's facilities are scant. Future occupants would be highly car-dependent for work, education, shopping and healthcare, further undermining the sustainability claims of this proposal. The increase in private car usage also raises air quality concerns, as noted in the application documents (more traffic means higher emissions and a negative impact on local air quality).

Quality and Safety of Construction:

As a final note, the community is also concerned about the developer's track record. Persimmon Homes (the applicant) has, in other contexts, gained a poor reputation for build quality and safety standards – for example, noted issues with fire safety in their constructions

. While this is not a direct planning policy issue, it does raise apprehension that the promised benefits of the scheme (quality new homes) may not materialise to the standard expected. It reinforces the need for caution and rigorous oversight if any development were to proceed.

Conclusion

In conclusion, this planning application presents numerous serious conflicts with planning policy and material considerations that collectively render the proposal wholly inappropriate for approval. The traffic and access problems alone – a dangerously steep single access road with poor winter usability and substandard junction safety – are enough to justify refusal on grounds of highway safety and unsustainable access. When combined with the additional harms identified – increased flood risk, loss of important habitats, damage to landscape character, excessive scale beyond local need, and strain on infrastructure – the case against the development is overwhelming.

Crucially, these issues are not new. A virtually identical scheme for this site was recently examined at appeal, and it was dismissed by the Planning Inspector on 5 February 2025

(Appeal Ref APP/T2350/W/24/3352614, relating to previous application 3/2023/0614). In that decision, the Inspector concluded that the proposal was “in conflict with the development plan, when read as a whole,” and that there were no material considerations sufficient to outweigh that conflict

. The fundamental problems with developing this site – especially the unsafe access and the landscape/character impact remain unresolved in the current application. Approving this new application would fly in the face of the clear findings of the appeal and the Council's own prior decision.

I respectfully urge the Council to refuse this planning application. In doing so, you would be upholding the Ribble Valley Core Strategy policies (notably DMG1, DMG3, DME2, DME3 and others) and the National Planning Policy Framework guidance which together seek to ensure development is safe, sustainable, and suitable for its context. This proposal fails on all those counts. For the safety of residents, the preservation of our local environment, and the integrity of the planning process, please reject the application 3/2025/0801.

Thank you for considering these objections. I trust the Council will make the right decision

KEY DETAILS TO INCLUDE

- Application number: 3/2025/0801
- Site: Land to east of Salesbury View, Wilpshire
- Description: 80 new homes with open space and infrastructure
-

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 04 December 2025 16:13
To: Planning
Subject: Objection letter

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Salesbury View proposed development



Dear Sir/Madam,

I am writing to formally object to the above planning application. Having reviewed the submitted documents and considered the likely impact of the proposed development, I believe it should be refused for the following reasons:

1. Harm to Residential Amenity

The proposed development would have a significant negative impact on neighbouring residents through:

- Overlooking/loss of privacy
- Overshadowing or loss of natural light
- Increased noise and disturbance

This is contrary to the principles set out in the National Planning Policy Framework (NPPF) and your Local Plan policies regarding protection of residential amenity.

2. Traffic, Parking and Highway Safety Concerns

The development will increase vehicle movements in an area that already experiences:

- Congestion
- Insufficient on-street parking
- Poor visibility and road safety risks

The submitted plans fail to demonstrate that adequate, safe, and policy-compliant parking and access arrangements will be provided.

3. Overdevelopment of the Site

The scale, massing, and density of the proposal are inappropriate for the surrounding area. The development:

- Fails to reflect the character and pattern of nearby properties
- Represents overintensification of the site
- Conflicts with local design policies requiring developments to be in keeping with their surroundings

4. Environmental and Infrastructure Impacts

The application does not adequately address:

- Drainage and flood-risk issues
- Impact on local green space or biodiversity
- Pressure on local services (schools, healthcare, public transport)

These are material planning considerations that require proper assessment.

5. Inaccuracies or Missing Information

Key documents appear incomplete or unclear. In the absence of robust and reliable information, it is not possible for the impacts to be fully assessed.

Conclusion

For the reasons stated above, I respectfully request that the Council refuse this application. The proposal fails to meet local and national planning policy and would result in significant harm to the local area and to residential amenity.

Thank you for considering my objection. I would appreciate being notified of any further developments or when this application is scheduled to be reviewed by the planning committee.

Kind regards

[Redacted signature]

From: [REDACTED] >
Sent: 04 December 2025 16:46
To: Planning
Subject: Salisbury View, Wilpshire objection

 External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Sir/Madam,

Please accept this letter as my formal objection to the above application for approximately 80 dwellings off Salisbury View, Wilpshire.

1. Cumulative Impact on Infrastructure – Contrary to NPPF para. 34 and RVCS Policy DMI2

The site lies at the boundary between Ribble Valley and Blackburn with Darwen at a time when over 1,500 new homes are being built off Brownhill Drive, in addition to large estates by McDermott, Persimmon and Applethwaite around Ramsgreave Drive. All these developments rely heavily on Whalley Road, which is already congested, poorly drained and the main route to the A59.

NPPF paragraph 34 states that development should only be approved where infrastructure is sufficient and impacts can be mitigated. RV Core Strategy Policy DMI2 (Transport Considerations) requires highway impacts to be acceptable. This proposal clearly fails on both counts.

2. Harm to Local Character – Contrary to NPPF para. 130 & 174 and RVCS Policies DMG1 and EN2

Although the number of units has only marginally changed from the previous application, the proposed house types remain out of keeping with the character of Wilpshire. The generic designs undermine the traditional appearance of the village and harm views of the historic hillside.

NPPF paragraph 130 requires developments to be visually attractive and sympathetic to local character. RVCS DMG1 and EN2 (Landscape) require protection of the distinctive qualities of landscape and townscape.

This application does not meet these standards and would erode the unique semi-rural identity of Wilpshire.

3. Inappropriate Edge-of-Village Location – Conflict with NPPF para. 174 & RVCS EN2 (Landscape Protection)

The site occupies a highly visible, steep hillside adjacent to Green Belt. Development here would interrupt open views that define the village's rural edge and damage landscape character.

The NPPF (para. 174) requires planning decisions to protect and enhance valued landscapes. RVCS EN2 directs development away from prominent and sensitive landscapes.

Building on this exposed slope directly conflicts with both policies.

4. Highways & Safety Risks – Conflict with NPPF para. 110 & 111 and RVCS DMI2

The sole access via Salesbury View is narrow, steep and unsuitable for the level of traffic generated by around 80 homes. It will funnel up to 150–200 extra vehicles daily onto Whalley Road, which already experiences issues with winter freezing and runoff.

NPPF paragraphs 110–111 stipulate that development should only be allowed where safe, suitable access can be achieved for all users. RVCS DMI2 requires acceptable highway safety impacts.

This proposal fails to meet these requirements.

5. Topographical and Engineering Concerns – Contrary to RVCS Policies DMG1 & EN4

The steep gradient will require significant regrading and earthworks, altering the natural landform. This raises serious concerns around landscape stability, drainage and long-term environmental effects.

RVCS DMG1 requires development to be safe, suitable and not cause environmental harm. RVCS EN4 (Biodiversity & Geodiversity) also seeks to protect natural features.

The scale of engineering necessary would compromise the site's environmental and historic integrity.

6. Lack of Local Services – Not Compliant With NPPF para. 95, 104 and RVCS DS1

Wilpshire lacks sufficient capacity in schools, GP practices, dentists, shops and other essential services. Residents already travel outside the village for basic amenities.

NPPF paragraphs 95 and 104 emphasise that development should be supported by adequate community and transport facilities. RVCS DS1 (Development Strategy) seeks to ensure growth is directed to areas with appropriate services.

Wilpshire does not have the infrastructure to support a development of this scale.

7. Ecological Damage – In Conflict With NPPF para. 180, RVCS EN4 & EN5

Residents have observed bats and otters on or near the site. These species and their habitats could be displaced or harmed by construction and long-term residential use.

NPPF paragraph 180 states that planning decisions must protect and enhance biodiversity, and refuse permission where significant harm cannot be ruled out. RVCS EN4 and EN5 (Heritage and Natural Environment) reinforce this principle.

The proposal fails to demonstrate that biodiversity will be protected or improved.

Conclusion

For the reasons set out — including conflicts with the NPPF and multiple Ribble Valley Core Strategy policies — I respectfully request that the Council refuse this application.

Yours faithfully,

A solid black rectangular box used to redact the signature of the author.